

GALT TRAFFIC

EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

DECEMBER 2005

THE KELLYS



Last month we published a photo of **Mike and Diane Kelly** (left) that appeared in a recent issue of *AOPA PILOT* and asked, "Where are they now?" Thanks to **Jim Marinangel** for an e-mail bringing us up to date:

"In this month's issue you asked about Mike and Diane Kelly. They are both in Florida and can be reached at 386-322-5490."

"Mike finished the RV-8 and has a ball flying it with about 8 other RV owners based at Spruce Creek (7FL6). It is a beautiful plane with a military theme, polished aluminum and a sharp painting of Diane. They named it 'Diamond Di'. The plane and Mike can be seen on the cover of the third *Trade-A-Plane* issue of 2004. Mike has gotten into formation flying with the other RV-8 pilots and enjoys the challenge and camaraderie that comes with it."

"Mike has always been known as an excellent pilot and an outstanding instructor. This year he donated his time to teach a young paraplegic boy to fly in an Ercoupe that was also donated to the project. I believe that the young man has soloed at this point."

"The Kelly house is beautiful and located just off the Spruce Creek runway. Mike has retired from United and Diane has started a business selling exceptionally attractive artificial plants. They both are extremely active socially in the community and always relate how much fun living in a vibrant community like theirs is...."

(I talked with both Mike and Brian Nov. 27th – Mike confirms all of the above. Brian graduated from SIU three years ago. He is now married (Jill) already a Captain with Pinnacle Airlines, a NWA partner and living in the DTW area. – Ed.)

JACK WEISS ON THE MEND

From Jack Weiss via the internet

"Thanks to all of you who called or sent get well cards after my October 16 accident near Cushing Field, Newark, Illinois. As you probably know, it was my second engine-out off field landing. The first was due to my misreading of the fuel level in the tank. Flying exactly four weeks later, my right hand still in a cast from the first accident, I had descended from 1000 feet to 500 feet, pattern altitude at Cushing, after an hour flight, and was about two miles south of the field when my engine quit. I brought the plane down hard in a corn field parallel to a country road. Paramedics soon arrived and took me to Ottawa Community Hospital. Then, after Xrays and CT scans, I was helicoptered to St. Francis Hospital in Peoria. Surgery was the next afternoon. I sustained a burst fracture of L1 vertebra (down to 40% of its height) and a piece of it was sticking 8mm into my spinal cord. My head hit the engine when I hit the ground so I got two puncture wounds in the scalp. My left ankle was cut and is still swollen from being caught in the cables and tubes. Larry Gehrig, my friend in the Fox Valley Flying Club, says the plane looks like a bug that hit a car's windshield. It's repairable though and saleable in the spring. Anyone interested in a Quicksilver MX Sport?" (Jack is at jlw@jackweissassociates.com – Ed.)



This is the **A-380 cockpit**. Doesn't it look like the game room at the Holiday Inn? What happens if you run out of quarters half way across the ocean?

NOVEMBER 12TH MEETING

By John Roach

The meeting was called to order by President **Greg Domski**.

The October Spot Landing Contest and the ChiliFest were discussed. It was suggested that perhaps markers at the side of the runway would assist pilots in identifying the landing spot more than spots on the runway. Additionally, the Chapter would welcome more ultralight participation in the event. The ChiliFest was judged to have been highly successful. Improvements suggested for next year's event included keeping it in a hangar, or weather permitting having it out doors, and possibly combining the hay ride with a bonfire near the lake.

Elections were held for Chapter **President and Vice President**. **Greg Domski** was elected President for an additional term. **George Davie** was elected Vice President.

Some members asked if it would be possible to have a wider distribution of the membership roster, including addresses, phone numbers and perhaps email addresses. After discussion, the Chapter voted to: (1) Modify the Chapter membership application to allow new members to decline publication of their personal information and (2) Delay wide distribution of the membership roster until after the first of the year. Members wishing that their personal information (address, phone number and email address) not be distributed should notify the chapter before the January 2006 meeting.

Don Sword would like to buy a copy of *One Zero Charlie*. If you know of one, e-mail Don at tara4312@juno.com.

Arnie Quast has been working with several Boy Scout troops to provide Young Eagle flights. While organizing these flights, the subject of insurance often was discussed. As a result, Arnie has developed information about Young Eagles and insurance that could be of value to all Chapter members. His research will be presented in a future newsletter.

Following the **Dec. 10 meeting** (weather permitting) chapter members will be flying out to lunch.... **Scott Feeman** will be in contact with the restaurant to assure that they will be open. Pilots with empty seats in their aircraft or members without aircraft to fly can contact **John Roach**, planejohn@aol.com, who will attempt to match up hungry passengers with less than full aircraft.

EAA 932er FLIES THE DC-3

By Shawn Gaya



Prairie Air Museum's DC-3 in OZA colors

If ever given the opportunity to fly a DC-3 – an American Icon, if only for five minutes, take it! It was more experience than I could ever get from listening to all the stories of the men that drove them every day for a living, or from reading all the books about it. It's was also five minutes more DC-3 experience than I ever had.

A picture is worth a thousands words, as "hands on" is to dreaming about how it would be. It was nothing like I had thought it would be. Steering around the sky hardly qualifies as "having flown", but just like my first airplane ride as a kid, I got to "fly it" especially, if anyone back on the ground asked.

So, transposing those same feelings to the DC-3... It is the biggest airplane I have ever flown. Yeager said that it takes him about 500 hours to get to know an airplane. I don't have that many flying hours, period. With that in mind I had heard that the DC-3 flew like a big Cub. Well I thought that I could relate to that since I had a few hours in Cubs. And it is a 'kinda cute big old tail dragger'. Not that it matters in the air, but some how even *flying* a tail wheel airplane, you just know it.

At 3500 ft. and 120 mph I took control. That means, seat belt on, feet on the pedals, both hands on the wheel, a quick glance at the gages, and on your mark, get set, GO!

Already grinning, and two steps ahead of myself knowing how fast 5 minutes was going to be, I commence to feel the airplane. There is no flight control boost, no assist, no springs on the rudder pedals, no nothin'. This was it. A big Cub! Now maybe I was just in a hurry because the clock was ticking but inside the design of the airplane, it was still 1940. After the second turn I realized this, and flying this airplane was going to be more like a negotiation. Using the rudder pedals is like doing leg presses. This is no Cub, this is more like a house boat. Turn (using both hands) and then wait. OK, not that bad, but definitely a BIG plane. You used muscles to fly.



Flies just like a big old Cub – ever flown a 25,000 lb. Cub?

My brain being the critic now says, don't forget to coordinate. My butt tells me too much rudder now... oops, I'm going to make the guys in the back sick. Oh well, a little pay back wont hurt.

OK, I think I've got it now. Not so bad. The visibility is awesome. The sound level is quiet enough to talk over with out raising your voice. Now, I look out the left window to see the giant propeller spinning at 2000 rpm.

I think about all those parts moving around in there. Pratt and Whitney 1830 – that's 1830 cubic inches of displacement. 1200 Supercharged max. H.P. A huge symphony of force wrapped in a beautiful skin of aluminum peppered with rivets like diamonds. If jewelry could make a sound this was it. The long tapered wing extended out into the blue sky and grabbed the sun and it made me smile.

A gentle tap on the shoulder, I turn to look and, "times up". I wished that I'd taken the opportunity to fly the B-17 when you could still "fly" it. Maybe then the DC-3 would feel like a big Cub. What ever the "feel", you can only get it by doing it.

(Shawn took the all day ground school and introductory flight on the Prairie Air Museum (Bloomington, IL) DC-3 in Racine, WI on Nov. 19th. – Ed.)

CHAPTER CALENDAR

DEC 10 EAA 932 MEETING 10 AM, PLAN 2006 CALENDAR, PROGRAM TBA

For information on line...

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays @ 10 AM

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. **Articles may be reprinted if credit is given.**

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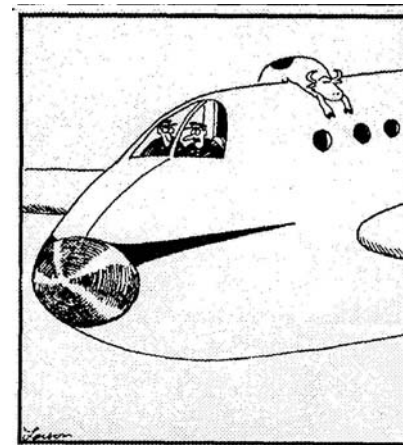
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"Fool... Give me those controls... You're just dang lucky both barn doors were open!"



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